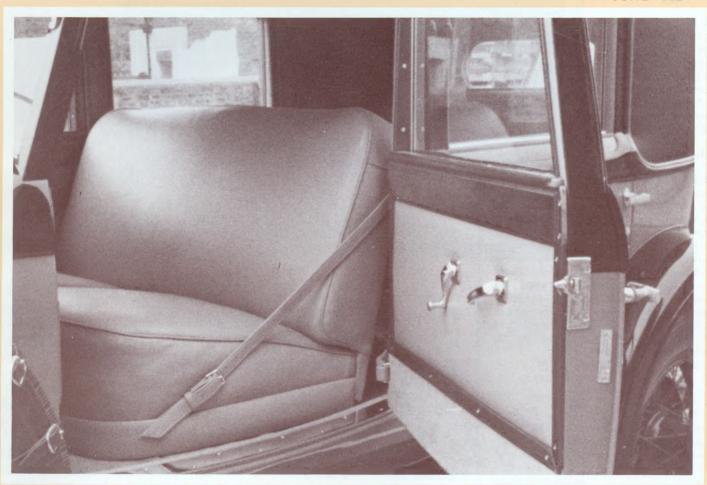
## The Fork & Blade

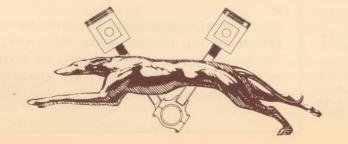
THE PUBLICATION OF THE LINCOLN OWNERS' CLUB INC.



VOLUME 21 NO. 3

**MAY-JUNE 1982** 





#### The Fork & Blade

(USPS 055-430) Lincoln Owners' Club Inc. P.O. BOX 189 Algonquin, II. 60102

> EDITOR Ken Pearson

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THE LINCOLN OWNERS' CLUB, INC. is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

THE FORK & BLADE (USPS 055-430) is the official publication of the Lincoln Owners' Club and is published bi-monthly at 821 W. Chicago St. (Box 189), Algonquin, II. 60102. Second class postage paid at Algonquin, II. Articles and opinions expressed herein do not necessarily represent the views of the officers, editor, or membership. Every attempt is made to publish accurate and beneficial information; however, no responsibility is assumed by the club for damages incurred or losses sustained as a result of this information. Material submitted for publication should be mailed to:

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#### **PUBLICATION DEADLINES**

December 15 JanFeb. Issue
February 15 March-April Issue
April 15
June 15 July-August Issue
August 15 SeptOct. Issue
October 15 NovDec. Issue

MEMBERSHIP DUES are \$12.00 a year, of which a portion is applied to a calendar year subscription to the FORK & BLADE magazine. Memberships are nonretroactive and commence on January 1 or date paid, and expire on December 31. New memberships received between November 1 and December 31 are valid for the remainder of the year in which paid, plus the following year.

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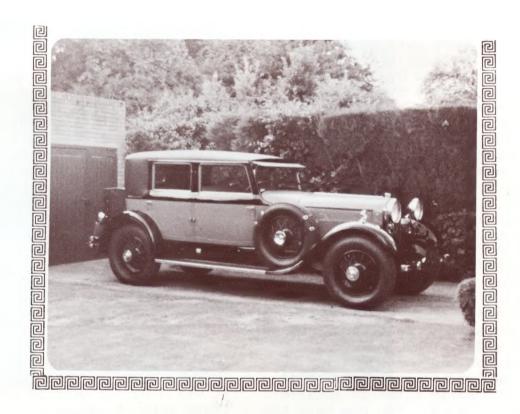
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### Special Projects

1. 1924-1930 Lincoln Service Bulletins	\$30.00
2. 1931-1935 Lincoln Service Bulletins	25.00
3. Authentic Covers for 1924-1935 Lincoln Service Bulletins	5.00
4. L Lincoln Shop Manual	20.00
5. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards)	5.00
6. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards)	5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, II. 60102.

#### by Peter Harris-Mayes



A previous installment of this article appeared in the Jan.-Feb. 1982 issue of The Fork & Blade.It is the story of the complete restoration of a 1925 L Lincoln in England.Mr. Mayes continues.....

D D D

Prior to taking the radiator slats to be shot blasted I spent a lot of time getting them straight. He went and bent them all again. The reason they were zinc sprayed in place of derusting and cadmium plating was to avoid getting the acid into the closed part and not being able to thoroughly neutralize it, so causing trouble later. Each slat has got a pivot rod about 3/16" diam. top and bottom which is made out of a sort of stainless steel. All the top ones were cracked and just one or two bottom ones. If I pushed hard enough, they broke off. By the way, this was before we took them to be zinc sprayed. These rods are spot

welded into the slats, so cannot be got out. I filed them off level with the slat and then drilled down about 1½" and soldered the new stainless steel rods in. It was tricky to see that they were absolutely upright. A small hole top and bottom on the tube part has been drilled and wax-oil rust inhibitor injected in, also down the little opening the other side of the slat. Finally many coats of paint and filling.

1978. I had two running boards made. The trim was age hardened and in a bad state and Peter (he was a director of the firm where all the plating was done and also a gold and silversmith so was able to do all the repairs before plating) said it could not be repaired.

(continued)

## THE £10 LINCOLN by Peter Harris-Mayes

(continued)

I bought the new trim from Wauconda Auto Antiques, 821 West Chicago St. Algonquin, Ill. 60102, had it sent to Peter's sister in the U.S. as Peter's wife was going there for a holiday so he said she would bring it back for me on the plane. Two ll ft. lenths tied to a board, poor girl, what a job. Another bit of luck was that the Customs men were on strike so I did not have to pay tax.

We had to fix the trim to the running boards with concealed screws and nuts as the original system had long rotted away. A Countersunk screw was hard soldered to a 3/4" brass plate. The back of this plate well covered with soft solder. Trim offered up to the running board and marked through holes where the plate will go on the inside of the trim, and well soldered there. Put all screws through the holes in side of board, offer up trim, clamp either side of one screw and apply flame to outside of trim where screw is. You now have the screw firmly soldered just where you want it.

1979 - was the year of a lot of painting all the bolt on tinware. It had been tried for fit after its tin bashing days, then blasted andhot zinc sprayed, now the paint and filling. The time this took up is unbelievable, it covered about a year. I suppose we must have done something else as well but just one wing seemed to go on and on . We did it by hand, about ten coats of two pack epoxy, plus all the filling and rubbing down between. In the very cold weather we had to bring all the parts into the hall just inside the front door as the paint would not go off outside in the garage. The colour coats were left for the the experts to do.

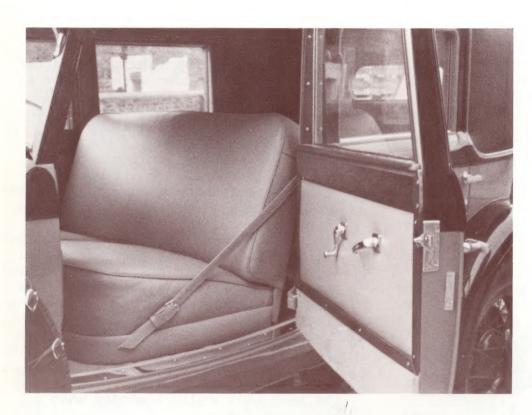
1980 - In rebuilding the water pump, I did not know the flange went down inside (see F & B of a few months ago). I had a job to get it apart and broke the edge of the flange. My neighbour is a ship's engineer, he happened to be home, so I called him in He does not usually get involved, he has too much gardening to do when he is home. his wife's car needs attention and his lawnmower breaks down - pity. Back to the pump, he said they use a plastic steel, iron, I don't know, anyway dear Sue happened to have a tin of this stuff, she has quite a lot of things. very useful. It seems to have done the trick. It was now April and frantically working to a date to get the car ready for its tow to Hastings (about 70 miles) to the paneller. We bolted all the tinware back on again to be quite sure all fitted well as its final paint was going on down there. The wings had to be on for towing and it was a way of getting all the parts there without damaging the paint which could have happened if they were loose in a van.

We set off early in the morning of the 6th May. Luckily it was a lovely sunny morning but cold, I had a flying suit on so was O.K. out in the open. We hired a van as Sue did not fancy using her automatic (my car has no towbar) with the big Lincoln up some very long hills, we also had quite a bit of stuff to take down. When we arrived we set to work taking all the tin ware off again as I had told the paneller I would. We just got it finished at their closing time.

We went to Hastings from time to time to see how things were going along. I am pleased to say we found a very skilled man and a very nice man too, which made it rather pleasant. We still had plenty of parts to get on with at home. (continued)

#### by Peter Harris-Mayes

(continued)



By November 4th the Lincoln was panelled and painted. It was a treat to see it like this after so many years. I thought it best to let the painter do a super spray job on the grey parts, fire wall, fan, shroud, etc. They had all been shot blasted, hot zinc sprayed also carefully primed, filled and rubbed by us to perfection. The painter made a mistake and heated the paint (the tin of paint cost me 14 pounds and had been made up specially). It was covered in dust and runs and was a mess. The boss said he would have it handpainted. This was not much better. I could see the paint had not set properly. This was a right mess up and we were most unhappy. I could see we would have to do it ourselves. Sue is just doing that now, putting matters to right.

Back to November 6th, we set off for Hastings to arrive by 9.00 a.m. I

had arranged that Sue and I would put the car back together. I thought we could do it in about three or four days, going down each morning. wanted to be sure that wax-oil was put in every bolt hole. The whole lot is bolted with stainless steel bolts, plain washers, spring washers and nuts. The job took eight days. The Lincoln now looked even better. they had done a good job. apart from the mess already mentioned. November 25th, my birthday, more important a trip to Hastings with the hired van to take the Lincoln on to the trimmer at Eastbourne, about fifteen miles further on.

We went to see the trimmer from time to time to keep an eye on progress. A few problems, of course, and a couple of accidents, the rear seat dropped on the rear wing knocking the paint off and the rear door handle denting the front door. The scars still remain; what can one say to the man or do aboutit. One has to remain on happy terms, The trimmer did a very good job on the whole. We had previously vetted him out on a car he had trimmed which was on exhibition at the London Classic Car show. Likewise, the paneller, he had built a beautiful body on a Jensen chassis of the 1960's which is always at the Classic Car Show. He built the bodies for the H.R.G. sports cars after the war. He will still make these body parts, some of which he has sent to the U.S.A. His address is Alan Jenner, 43 Caves Road, St. Leonards-on-Sea, Sussex TN38-OBY, England. (continued)

# by Peter Harris-Mayes

(continued)

You may have heard of the book "Believe it or Not", well if they ever update, this should be in it. Peter the plater, had the 12" Zeiss headlamps to repair and replate. He knew I was not waiting for them though I kept on at him to let me have them back. He kept them four years eight months before they were completed. Perhaps it should also be in the Guiness Book of Records.

Whilst talking about these lamps, if you will kindly forgive me, I would like to say if anybody knows the whereabouts of any parts for Zeiss, please write me.

When I first had the Lincoln one of the headlamp glasses was smashed and all stuck up with clear tape. So I had one made shortly after I got the car. When assembling the lamps as soon as I got them back I smashed the other glass putting it in. Can you imagine how I felt. Got a new glass made.

1981 March 19th was the day Sue towed me back home from the trimmers, not a nice day weatherwise, rain, sleet and no wipers. But a happy day for us to see the Lincoln looking so fine. Whilst the car was away I took the precaution of having it insured. I know of a case where a car was at the restorer's, the place burned down and so did the car. Neither were insured.

The next job to get finished was the interior wood trim. I had the trim copied for the rear doors years ago. The trimmer had fitted it all to make sure it tied in with his work, but there were a number of adjustments that we had to finally do. We had originally planned to learn how to do the polishing ourselves, but we have still got so much else to do and everything takes so much time when one does not know what one is doing and we do want the car finished for next summer, so we decided to let a professional do the job, he would have had to

have done the veneering anyway. We prepared all 44 pieces of wood, the steering wheel, which had to be reglued, this came up very nicely after careful scraping down with a piece of steel with a sharp square edge. The cabinet maker wanted 340 pounds for his work, this seemed an awful lot, but it got the job out of the way quickly and we are getting impatient now. As it turned out his work was the only professional work done on the car which was right first time and no problems.

At the time of writing I have just finished painting the petrol tank. I do not know what to do about the petrol gauge indicator cable which has to be replaced or done without. (I did advertise in the F & B for one, but no luck.) I wondered if it would work if I made up a cable - has anyone succeeded. The indicator wire is so incredibly thin (all I have left is just the twist on the tank unit end). I wonder what I might use for this. I imagine it is a stiff hard wire like piano wire? only thinner than the thinnest piano wire. Can anyone offer any detailed advice please on making up a cable, or just any advice, maybe in the F & B?

Sue is working on the high tension tubes at the moment, and the firewall. To be more precise she was, until I gave her another job to start typing on her vintage machine nineteen pages of my scribble so that the printer

can understand it.

That is as far as we have got after six years and one month. During this time I have worked almost every day on the car, usually about six hours per day. Sue has been over to help most days for a few hours, putting in many thousands of hours. We have reckoned up that between us so far we have worked fifteen thousand hours. I would not have believed it before if someone had told me that it had taken that long to restore their car.

(continued)

I often wonder what people spend on their restorations, particularly when I read their report, but they do not usually tell one much about that. In case there are people like me who like to know, I will tell you. Perhaps I can start a new trend. To date I have spent 992 pounds on plating,

, 944 pounds on wooden frame, just over 4,000 pounds on panelling and painting, 2,000 at the coach trimmers plus we supplied the hides, roof lining and carpet ourselves. The total spent so far is over

13,000 pounds.

The original plan was do the chassis and engine ourselves and have the complete coachwork side of it done by one coachbuilding firm, but the plan went wrong. We wanted to find a firm within about one hundred miles of Deal. A hundred miles here is not comparable to a hundred miles in the States, especially as we usually have to go through London. so one can reckon on almost four hours. We went to see a number of coach builders one at a time, got them down to see the car and quote. They all let us down when it came for them to take the car with some excuse as to why they could not do the job. Whether they were genuine or got cold feet at the tricky jobs I do not know. We had a look at other so-called coachbuilders within our range and did not like what we saw, so gave up.

It has cost me much more this way and it has taken much longer and with inflation the cost just goes up and up. One consolation though seeing to most of it ourselves is that no firm could have gone to the trouble to prevent corrosion, they would just not have spent the time and trouble. Also, I suppose, we have the satisfaction of knowing that we have done so much of the work ourselves. It was very gratifying at the end of August when we towed the Lincoln to a local car meet. It could not be considered for a prize as it was not finished, but the judge looked it over and said "that had it been finished it would have "swept the board".

He kindly gave us Highly Commended rosette. People said nice things about the car and appreciated the quality of the Lincoln. We are now just longing to drive the car. We have the rewiring to do and the engine. Most of the bits and pieces to do with the engine we have got done. There are also numerous odd jobs. No doubt you will be thinking how stupid not to have done the engine first with the chassis. I agree, but as I explained, our plan went wrong. As the body side was most difficult and costly it just had to take priority because of inflation.

We took a lot of black and white pictures before we again took off the bonnet etc. for the last time, hoping to have some nice ones for the Fork & Blade. Sorry but the sun got itself in the way and we did not do very well. (Just one more thing that went wrong.) I think there is just one of the outside of the car that might be printable. I will try again for you when the car is finished - may even call in an expert, if we have to.

That's it. After taking several days off to write a brief account of some of our work and some of our problems, back to the job, leaving my ever willing Sue pounding away on the keys. I love her more than the Lincoln, but

I love the Lincoln too.

THE END

Peter Harris-Mayes "Waimorino" Deal Kent CT 14-9 PN England



# A 1932 KA Lincoln Rewards Pursuit & Patience

by DAVID W. BLAISDELL

I am 38 years of age and definite—
ly in the so-called "in between" gener—
ation. However my basic philosophy of
life has always been slanted back to the
"traditional" generation or the 30's &
40's. I've always enjoyed hearing about
those days; the simplicity of life;
when the right and wrong of things was
not open for interpretation and patriotism
was high. My interest in the autos of
that era has always been great.

This fascination for yesterday and my affection for the automobile prompted me to buy my first Lincoln in the early part of 1978. I purchased the car from a close friend who initially acquired the car through an auction in Los Angeles. The Lincoln is a 1932 KA, 5 passenger sedan (Murray). The car was running and driveable but in poor condition. As I enjoyed the car I began to read literature about the Lincoln Motorcar concerning its development and quality construction. I was so impressed about what I read that soon I found myself wanting to know even more about Lincolns but in a first hand way. Since my Lincoln was not in the best of condition and barely presentable I decided that this would be an excellent opportunity to completely restore the car. This would give me a good working knowledge of Lincolns of that era.

In September of 1978 I began to dissamble my Lincoln. I decided to try and make this Lincoln a 100 point car at completion. I am about 80% complete so far and my friends tell me that I have done well and they are confident that the car will show nicely when it is finally finished. It was in September of this year 1981 when the engine finally ran again and this time it purred.

NOTE: (I owe much of my success so far with this Lincoln to Mr. Tom Powels who so many times provided educational information and tips in addition to some needed parts)

My pursuit of this Lincoln has taught me patience with a capital "P", much more than I ever thought I had. I soon realized that nearly every aspect of a restoration is a project in itself and can take extraordinary time and effort.

I sincerely hope that my article may prompt some one else to become involved in a Lincoln restoration. It can be a very rewarding experience in many ways.

## mononononononononononono

AUTO PARTS SWAP MEET June 6,1982

853 Southhaven Drive, Monticello, Iowa 52310

Youth Center Building (Jones County Fairgrounds)
Open to all types of Antique, Classic,
Custom & Performance Parts. New & Used.

Plus other related automotive items: Magazines, Memorabilia, model cars, etc

A chance to buy, sell or trade.

For more information:

Ralph or Galen Muller,

853 Southhaven Dr.

Monticello, Iowa 52310

Tel. 319-465=5119 or 465 5380.



289 Oliver St. GRAFTON. N.S.W. 2460 Australia Jan. 4, 1982.

Lincoln Owners' Club, Inc., P.O. Box 189 Algonquin, Ill. 60102

Dear Sir.

Please find enclosed herewith details of an advertisement which I would appreciate you inserting into the "Market Place" section of the Fork and Blade Publication.

As you are quite aware Australia is a long distance from the U.S.A., and this may be a problem for me to acquire these replacement parts: to substantiate this theory, I lodged an advertisement in the Fork & Blade some three years ago for relatively simple parts, such as Distributor Points and Cap, Rotor etc., and I did not receive one reply. I can understand that people who have such parts for Sale may not want to negotiate business with someone so distant - the time factor being one point.

I would be most grateful for any assistance the Club could be to me re.

this matter.

Thanking you,

Yours faithfully, PETER B. BRADLEY. J.P.

#### Advertisemnent,

WANTED:

1935 K. Le Baron Tail Light and License Plate Lenses ( one of each)

1 Chrome Tail Light Lense Surround

1 Fuel - Vacuum Pump Overaul Kit.

#### EDITORS' NOTE:

I have included this photo and letter copy in this issue because I thought it was of interest for two reasons, not only is it a beautiful car but the background is an interesting scene in N.S.W., Australia. Also showing a copy of the letter hopefully would spark some interest in helping Mr. Bradley find the parts he needs.

KEN PEARSON. Editor





# Cincolns to be Auctioned



On the following pages are photographs and information on eleven of the Lincolns from the Reverend T.L. Osborn Collection (The World Museum) in Tulsa, Oklahoma. The cars will be Auctioned without reserves at the James C. Leake Car Auction June 5th and 6th, at the Tulsa Oklahoma Fairgrounds, in the Petroleum Building.

Any questions you have about the cars or the Auction Contact:

T.L. and Daisy Osborn Box 7507 Tulsa, OK 74105

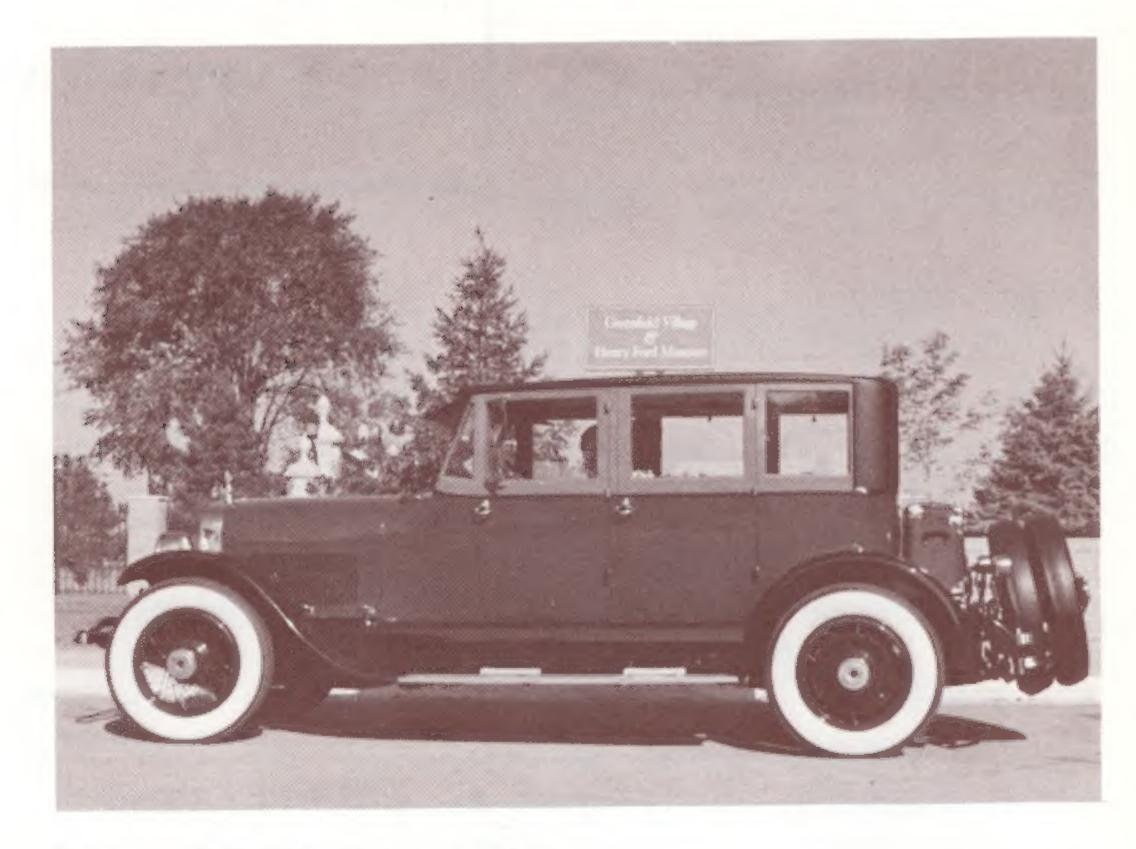


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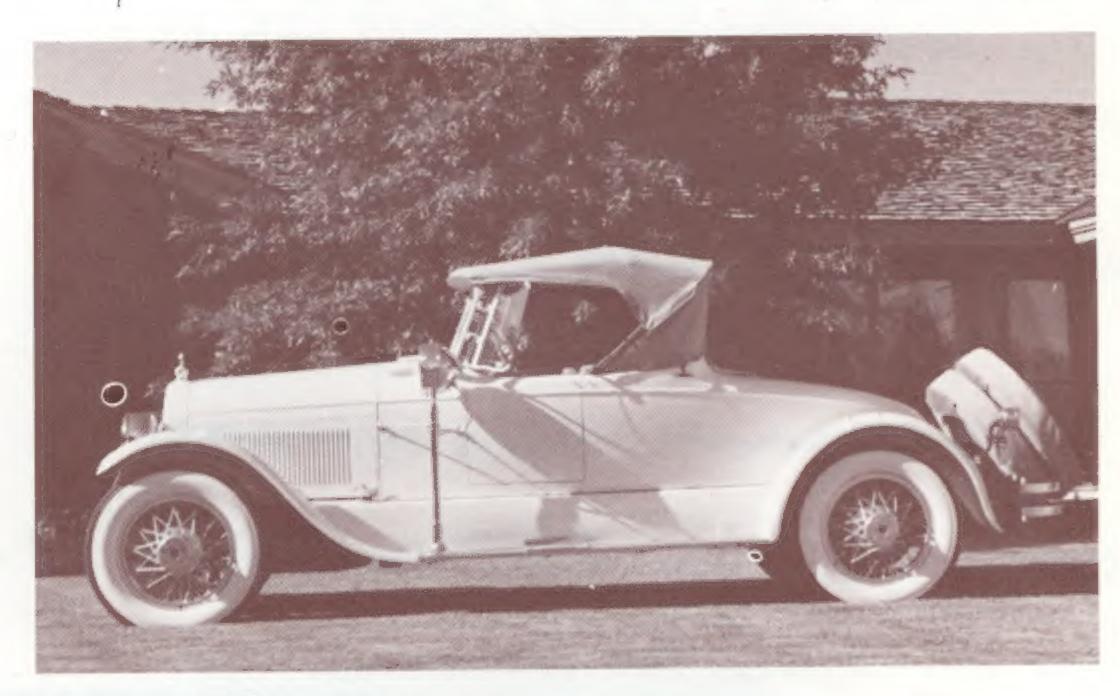


Antiques Inc.
James C. Leake
Box 1887
Muskogee, OK 74401
(918)683-3281

(1) 1924 Lincoln (not pictured) 7 Pass Sport Touring Engine # 17824, Model L-124



(2) 1924 Lincoln 4 Door, 4Pass. Sedan Engine # 19287, Model L-133 Judkins body plates

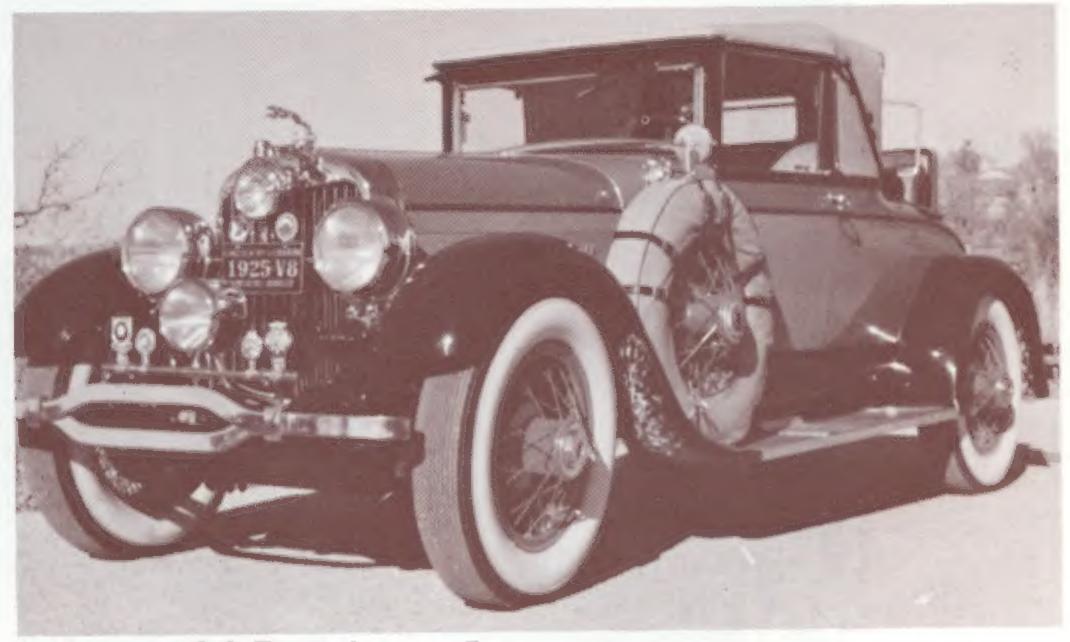


(3) 1924 Lincoln

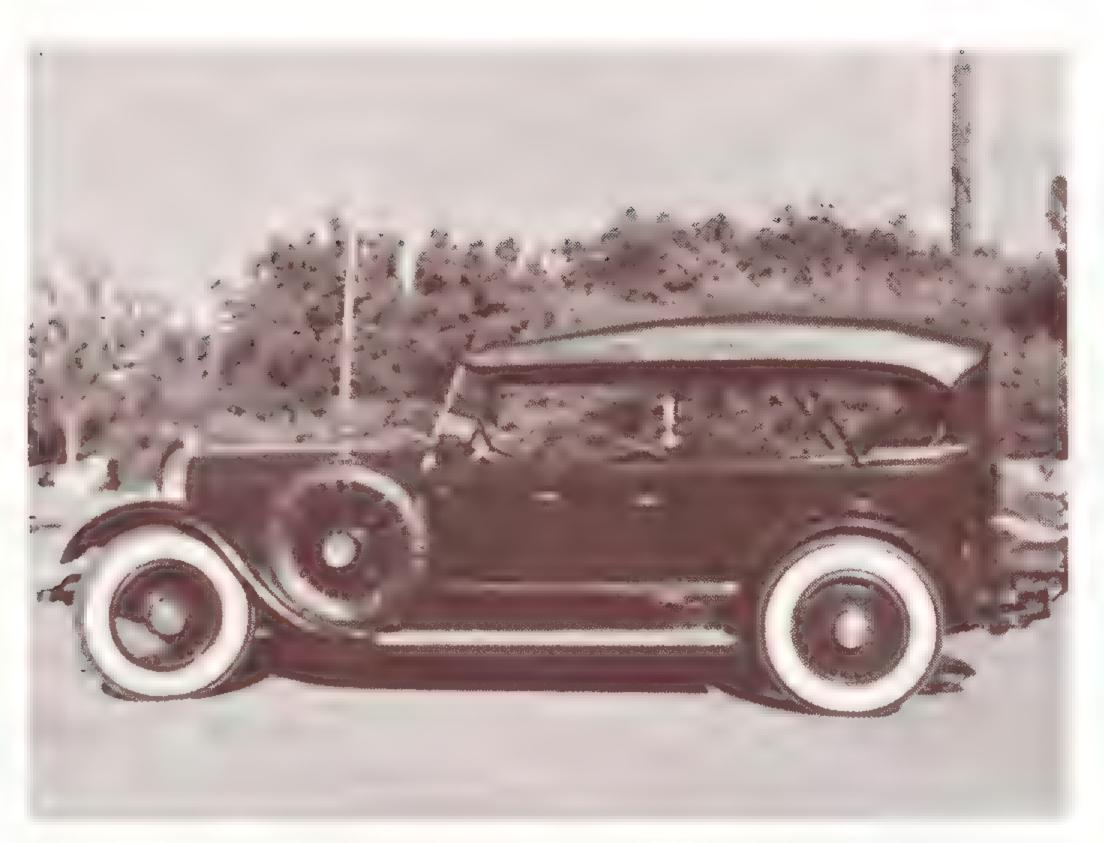
Boat Tail Roadster

Engine # 17609, Model L-130

Brunn body plates



4) 1925 Lincoln Convertible Club Roadster Engine # 29368, Model L-141 Lebaron Body plates



(5) 1925 Lincoln 7 Pass. Sport Touring Engine # 26948, Model L-124B Brunn body plates



(6) 1926 Lincoln
Brass Gothic Phaeton
Engine # 40539, Model L-123C



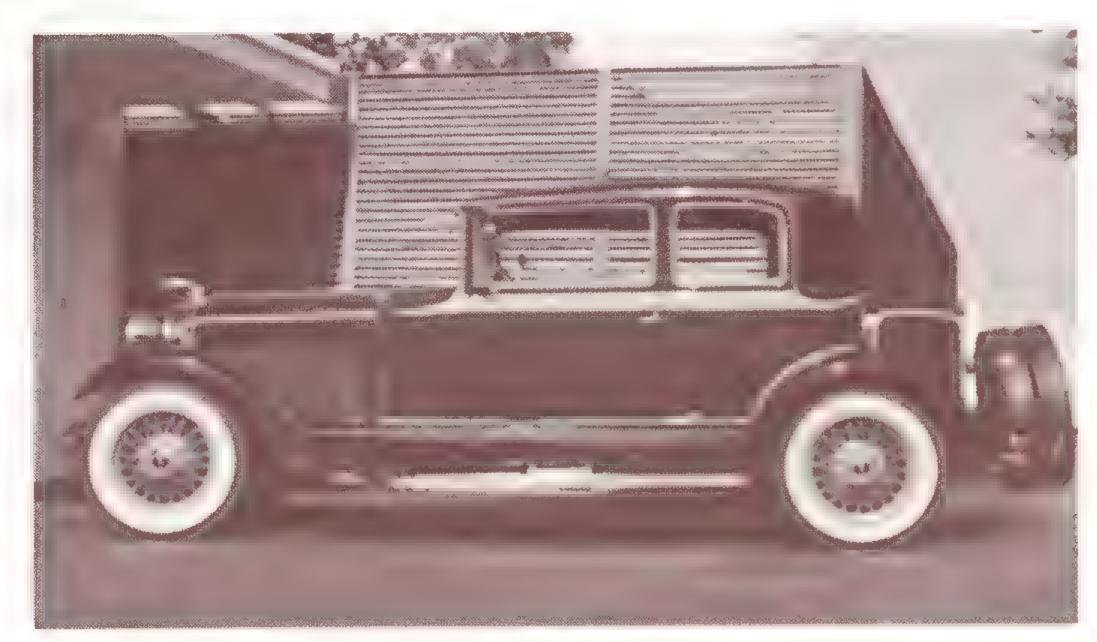
(7) 1926 Lincoln 2 Pass. Coupe Engine # 32939, Model L-702 Judkins body plates



(8) 1927 Lincoln
4 Door, 5 Pass. Sedan
Engine # 43628, Model L-147A
Murphy body plates



(9) 1927-28 Lincoln
Imperial Victoria Touring
Engine # 47064, Model L-150
150" Wheelbase
Fleetwood body plates



(10) 1929 Lincoln 4 Pass. Victoria Coupe Engine # 60945, Model L-179

(11) 1929 Lincoln (not pictured)
Fully Collapsible Cabriolet
Engine # 63205, Model L-153A
Holbrook body plates

# "THE LINCOLN MOTORCAR" SIXTY

# 0-10-9

# YEARS of EXCELLENCE"

#### FOR IMMEDIATE RELEASE

March 16. The oldest Automotive book award in the nation, the 21 year old Thomas McKean Memorial Cup, has been announced. The 1981 award has been given to Thomas E. Bonsall for his history, "The Lincoln Motorcar: Sixty Years of Excellence."

The McKean Cup is awarded annually by the Antique Automobile Club of America, the largest and oldest antique car organization in the United States. The award is given for "worthwhile effort during the year in automotive historical research on the basis of accuracy, interest to club members, and the use to which the research is put." It is presented in memory of Thomas McKean, a former A.A.C.A. president and bilbiophile. Previous winers have included Alfred Sloan, Mrs. Wilfred Leland and Ralph Stein.

The 1981 Thomas McKean Memorial

Cup being presented to by A.A.C.A. President

author Thomas E. Bonsall, left, Richard H. Taylor.

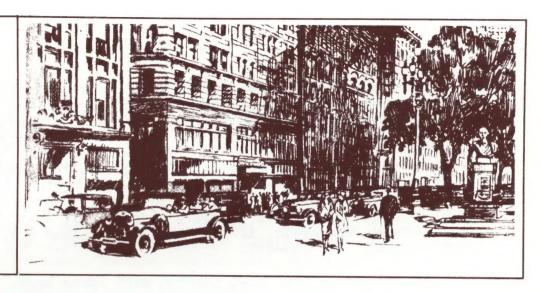


Bonsall is a noted writer and historian who has six books to his credit, including major Pontiac and Lincoln histories. "The Lincoln Motorcar" covers the complete history of the Lincoln car and company from its founding in 1919 model run. The first Lincoln car was announced as a 1921 model. The book also covers the stories of the Ford and Leland families leading up to the founding of the company and the Ford takeover plus chapters on little-known aspects of the marque's history such as the presidential vehicles, conversions and promotional literature.

"The Lincoln Motorcar" was published by the Bookman Publishing Div. of Bookman Dan, Inc., Baltimore, Maryland. Bookman Publishing currently maintains one of the most active publishing schedules in the automotive field. "The Lincoln Motorcar" is available through bookstores or through the publisher at P.O. Box 13492. Baltimore, Maryland 21203, for \$32.95 postpaid.



## The Market Place



All ads submitted for inclusion in "The Market Place" must be related to those Lincolns that fall within the framework of the L.O.C.

#### FOR SALE

- Lincoln Model I, V-8 4 Pass Phaeton with 6 wire wheels. Fair to good condition low mileage, original car # 49681. Needs speedometer and new ignition switch, otherwise complete, including side curtains. Registered and running, \$ 30,000. William O. Gile, 53 Meriam St. Wakefield, Mass. 01880 (617) 245-0614
- 1932-33 KB Series V-12 N-O-S Copper Headgaskets, write, have one pair only! Michael A. Lynch (address below)
- 1933 KA 1934-39 KB Series V-12 N-O-S Steel & asbestos head-gaskets, \$79.95 pair plus \$5.00 postage, personal checks welcome. Michael A. Lynch, 18 Hastings Ave. Toronto Ontario, Canada M4L-2L2 Ph. 416-466-6775, Nites only 7 11, my time zone!
- Lincoln V-12: 1933 KA, 1934 KA, 1935-39 K Series New-Old-Stock" Steel and asbestos Headgaskets, connect for aluminum heads, will not cause electrolosis as copper does. Price, \$79.95 pair until June 1/1982 plus \$6.00 postage, personal checks welcome. Michael A. Lynch, Toronto, Ontario, Canada.
- Lincoln 4 passenger Sport Phaeton by Brunn, only 600 miles since complete restoration. Conversion Carburetor & Manifold Kit installed. Original rear trunk with fitted luggage. Reduced to \$36,500.00 S.L.Stensland Milford, Mi. 48042. Phone 313-887-5482.

## THE MARKET PLACE \*\*\*\*\*\*\*\*FOR SALE continued

- 2 lens doors, (head light rims) one perfect except Plating, other slight dent & rough scratches, 1 lense \$55.00 l starter solenoid 1931 guaranteed but needs plating \$100.00 Henry Hunt 13 Town's End Road, Mendham, N.J. 07945
- Model # 141-Cabrolet R.S. Convertable "LeBaron"?
  Chassis Components, 6 wire wheels & engine rebuilt and installed. Body & Interior bad & will need restoration; many other parts & accessories rebuilt & included \$10,000.
  Andy Rosenfeld, 36 Tier St., City Island N.Y. 10464
  Tel. 212-885-0773
- Lincoln Dual cowl phaeton with Locke body. Older, but nice restoration. \$1.00 for color photo \$65,000.

  Al Link, RD 2 Box 85 James Way, Granite Springs, N.Y. 10527 Tel. 914 248 5341.
- "L" Air Cleaner \$80.00; 1927-30"L" Headlight bar \$75.00; 1931-32 V-8 Ignition Wire tubes with covers \$125.00; 1931-32 V-8 Oil Filler Pipe \$ 15.00; Pair 1929-30 "L" Headlight Lenses and retainer rings \$ 85.00; Complete set 1929-30 "L" Headlights \$ 180.00. Robert Sohl, 1101 Martin Road, Santa Cruz, California 95060. Tel. 408 423 2907.
- "L" Parts 2 clean California Forrest Fire Veterans
  # 1 28L(?) Engine # 55238 Body gone Some running gear
  parts useable Engine trans. rear end intact (Rear springs
  heat treat droop) Pans w/ running board lites useable.
  Front Axle assembly, Aluminum hood hinges, possible some
  of 6 steel spoke wheels possible
  # 2 Aluminum engine pan & trans-case mostly heat removed
  heads, jugs cam, rods, crank possible, trans steel gears same.
  Rear end complete frame has a "valve springs" in L front horn
  Steering worm box OK Column has heat droop Spare Tire
  Mounts rusty, 2 rear touring door metal identifiable, so are
  several battens doors rear body section has 2 brass "hands"
  with square hole in center. Prices negotiable B.Y.O.S.
  Jack and Phyllis Bryant 10208 Aviary Dr. San Diego, Ca. 92131
  Tel. 714 578 4526.
- Judkins Coupe Engine has 500 miles since rebuilt Body paint upholstery 5 years. Has 4 wheel hydro brakes. Cruises @ 65 mph \$ 12,000.

  Jack and Phyllis Bryant, 10208 Aviary Dr. Sandiego, Ca. 92131. Tel. 714 578 4526.

- Lincoln Touring 2 very good or NOS 1930 hubcaps.

  2 running board lights 2 pcs. #L-22788 dark green
  1/4 inch plate glass for tri-shaped windshield base or
  broken visor off closed car with pieces large enough to
  make the same. Original pouch and tools Handy lamp.
  Electric dash clock Seth-Thomas distributor point
  springs (no cracks). Stan Lempa, 4901 N. Crescent Ave.
  Norridge, Ill. 60656 312 456 0334 (evenings)
- 1932 KB Lincoln left exhaust manifold; 2 head lite lenses; fuel pump and cigar lighter element. Call or write Hubert Franklin, 1205 Northwood Terrace, Chillicothe, Mo. 64601 -816-646-0710.
- 1934 K Horn button and head light controls Correct trunk, connecting links from Shock to axle. Radiator shell emblem, 2 darts for hood side shutters. Crank hole cover. Crank handle.

  L. Wagner, 865 Nelmont Ave. North Haledon, N.J. 07508
  Tel. 201-427-4313 7AM 4 P.M.
- 1935 K. Le Baron Tail Light and License Plate Lenses (one of each)
  1 chrome tail light lense surround 1 fuel vacuum pump
  overaul kit. Peter B. Bradley, J.P. 289 Oliver St.
  Grafton . N.S.W. 2460 Australia
- 1933 KB 1. Both cylinder heads 2. Cigar lighter knob 3. Hood bumpers 4. Radiator shutters 5. Wheel lug nuts 6. Wiper arms and blades 7. Generator or armature 8. Water pump drive coupling that mounts on the armature. 9. Headlight switch that mounts on the bottom of the steering column.

  10. Front and rear bumper center bolts 11. Front license mounting assembly. 12. Metal spring covers. 13. Carburetor throttle arm. 14. Front pulley.

  I will accept collect calls regarding these parts. Exhaust pipe shield Running Boards.

  Bob Leu 709 Highland Ave., Marchfield, Wi. 54559

  Tel. 715 387 2545.
- 1921-26 L 23" 120 mm, Rudge-Whitworth wire wheels (one up to 4)

  I have hubs, I need hubcaps, (Repro. OK)

  TO TRADE: 6 21" 120 mm wheels, 4 hubs and 4 rings, four 20"

  120 mm wheels, two 25" 120 mm.

  Also wanted: 1921 -22 Cowl lights or parts or handles interior lights, type 101 thru 110, Eldon Stutz, 2015 N W Helmholyz Redmond Ore. 97756 (503) 548 4345.



